

September 30, 2020

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: NORTH HAMPTON
X-A002-(909)
24457
US 1 OVER FORMER B&M RAILROAD

DATE OF VIRTUAL CONFERENCE: June 17, 2020

ATTENDED BY: NHDOT
Keith Cota Matt Lampron
Dan Prehemo Jon Hebert

Town of North Hampton
(Z) Michael Tully – Interim Town Administrator
(Z) John Hubbard – Director of Public Works

*(Z) attendance via Zoom conferencing

SUBJECT: Purpose of this meeting was to meet with interim Town Administrator to discuss alternatives for the current North Road (East) proposal as shown at Public Hearing, prior to meeting with the Town Select Board.

NOTES ON CONFERENCE:

Location

This project includes a bridge replacement on US 1 over the former Boston & Maine RR (Red list Br No 148/132) and relocation and improvement of both approaches of North Rd (west and east). Roadway work associated with the project begins at a point approximately 600 feet south of North Road (west) on US 1 and continues northerly approximately 800 feet north of North Road (east).

Background

K. Cota introduced the NHDOT Design Team and noted that it had been a while since we had had the Public Hearing in October of 2018. Changes in staffing and concerns about impacts voiced at the Public Hearing had delayed our response. One of the major concerns was the impact to the open space, on the Hale property from the property owner, neighbors and the town. Consequently, the Department looked at various alternatives for the North Road (East) layout and was ready to present them today for consideration.

Existing Conditions

US Route 1 – Typical 2-12-10-12-2

- Minor Urban Arterial carrying 18,000 vehicles per day; Posted 45 mph
- Two Way left turn lane; No shoulders

North Road (East) – Typical 11-1

- Local Road carrying 1340 VPD (east) 970 (west); Posted 30 mph
- Safety concerns include the skew and slope of the intersections, which create poor sight distance and the high traffic volumes during peak hours on US 1 contribute to crashes. From 2007-2017 there were 13 crashes (West); 9 Crashes (East)

J. Hubbard noted that he does not allow his vehicles and equipment to make left turns from North Road East because it is felt that is unsafe to do so, due to the skew and general safety concerns. It was noted that people likely avoid this approach, due to the safety concerns.

Bridge Super Structure Replacement

- Constructed 1936; designed by Robert Prowse; Red listed. #28 (2016). The bridge superstructure and deck show multiple areas of cracking, leaking, spalling, delamination, and exposed rebar. The existing granite stone abutments will be retained.

K. Cota noted that this bridge is considered historic and as part of the Department's historic mitigation required from the State Historic Preservation Office (SHPO), a piece of the concrete bridge rail will be retained and given to the Town of North Hampton to preserve and memorialize, as they see fit.

Public Hearing

A review of the Public Hearing Plan North Road East relocation shown at Hearing noted its benefits including creating an approach panel for drivers to wait for gap in traffic, providing intersection sight distance for left and right turn movements, reasonable drive match and approach for Sagamore Golf and allows for an area to treat stormwater from US 1.

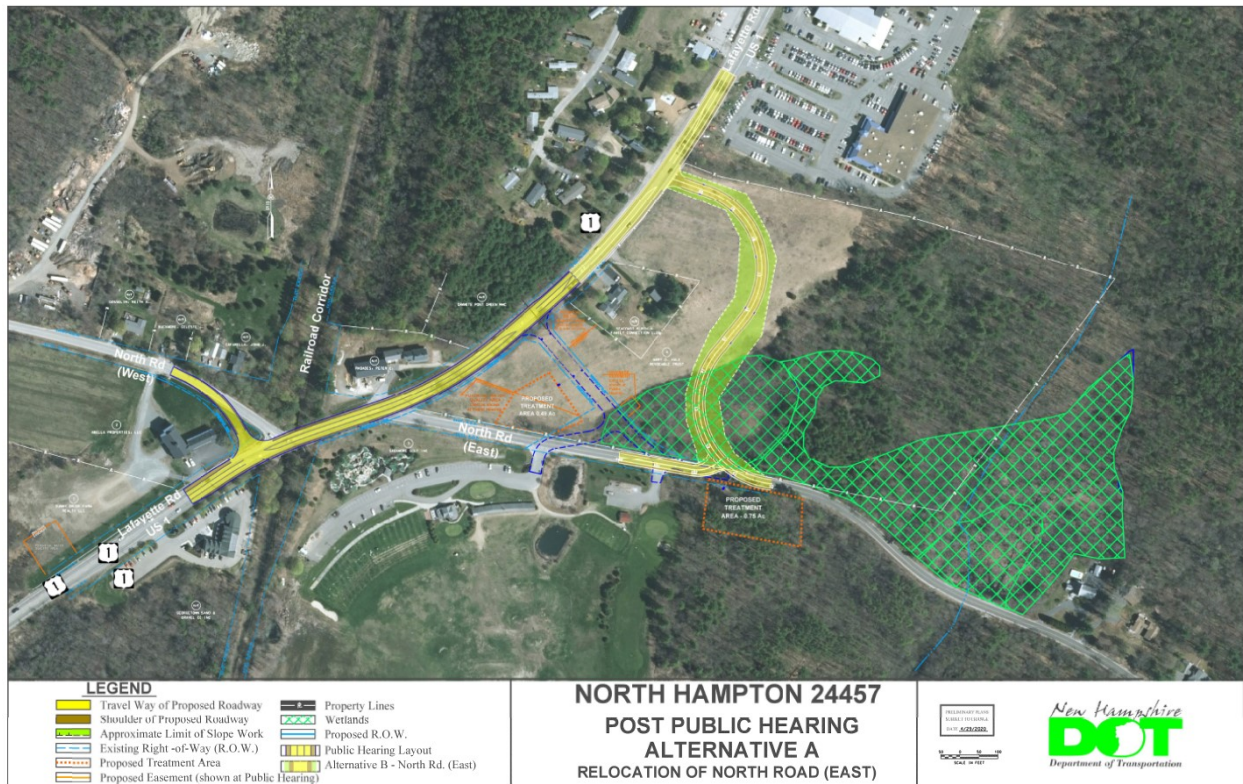
It was noted that while it had not been decided whether phased construction or short-term closure of US 1 would be used during the bridge replacement, there seemed to be support for the short-term closure during the Public Hearing. M. Tully noted that the town would not support a prolonged closure duration (6-8 weeks or more) with no emergency services access to North Roads. Keith noted that the closure would likely last less than two weeks and that both North Roads would be relocated and open to traffic prior to closing the bridge.

A request that the intersection remain unchanged and a traffic signal installed was also noted at the Hearing, however the intersection does not meet signal warrants presently and will not in the future design year (2040).

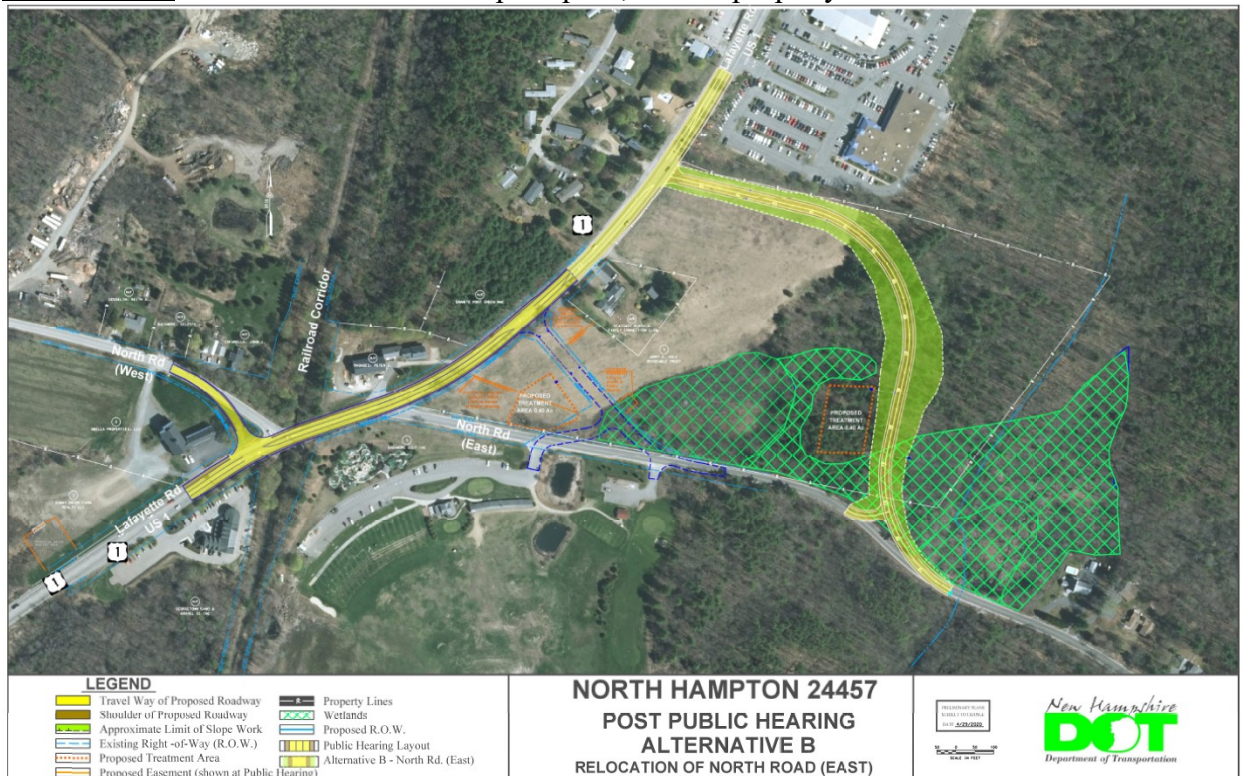
North Road East Relocation Alternatives

Stakeholders at the Public Hearing raised concerns, specifically related to the impacts to open space along US 1 along the corridor. Consequently, the Department looked three alternatives to minimize and/or avoid impact to the Hale property. The approach to US 1 for all three alternatives are located at the northern corner of the Hale property adjacent to Hampton Ford.

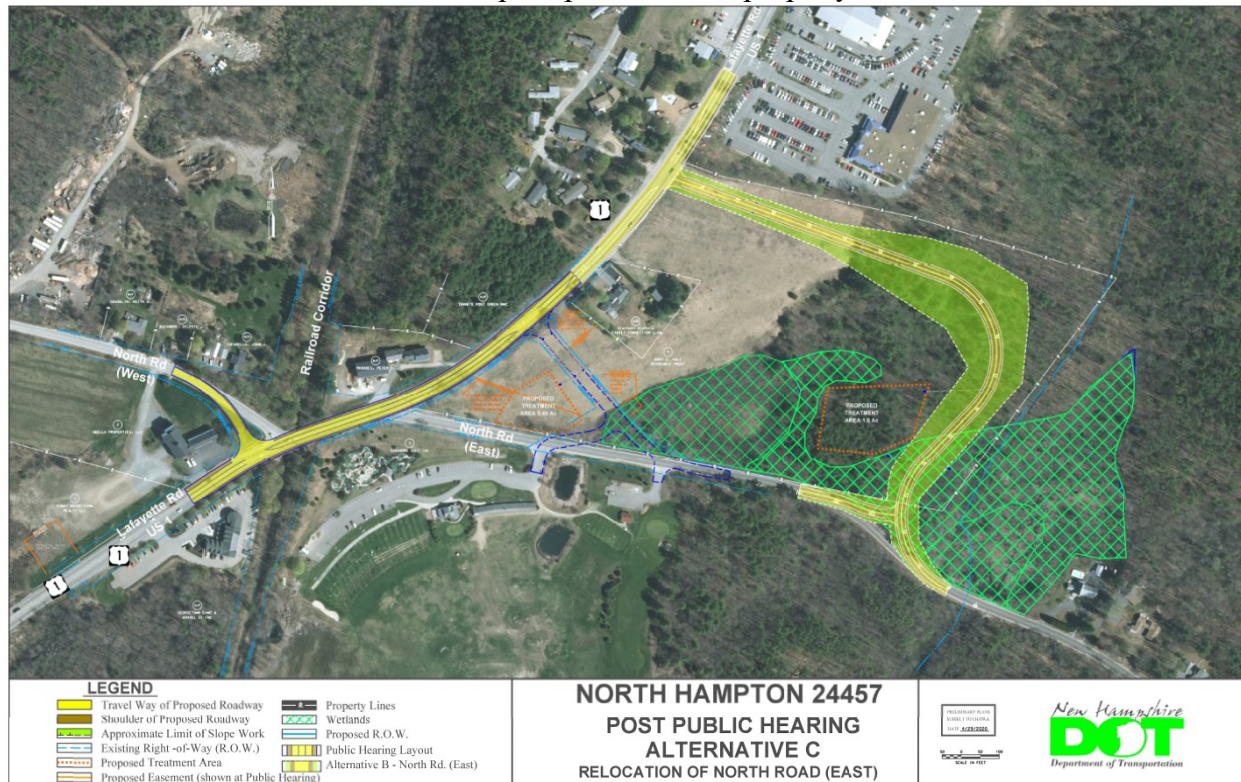
Alternative A – Balance between cost and open space



Alternative B – Maintains maximum open space; bisects property



Alternative C – Maintains maximum open space; follows property line



It was explained that the alternatives each had their own preliminary layout, including critical cross sections, and that the quantities and estimated cost was based on items calculated from preliminary design layout for each alternative. The construction costs included estimated wetland impact fees, Right-of-Way acquisition, and stormwater treatment.

The estimated construction costs are noted below and do not account for any Preliminary Engineering (PE) costs at this time. The Department would be looking to collaborate with the Town and cost share the additional funding needing to complete any one of the alternative selections.

Concepts	Construction	ROW	
	Cost	Acquisition	Town Match*
• Alternative A	\$1,100,000	\$50,000	\$ 600,000
• Alternative B	\$1,600,000	\$70,000	\$1,120,000
• Alternative C	\$1,900,000	\$90,000	\$1,440,000

*Based on increase to the original Public Hearing layout cost for the North road (East) work of \$550,000

M. Lampron noted that water quality treatment area on the Hale property, adjacent to US 1 is still required and would be needed to meet MS4 Permit requirements to construct the roadway and bridge improvements.

Discussion

K. Cota did note that Town match portion was negotiable and the Department was really trying to gauge support at this point and as part of this presentation, was looking for feedback as to its viability and whether the Town would be willing to work with the Department towards an agreeable solution. A municipal agreement with the town would be necessary and additional coordination with resources agencies would be required to justify increased environmental impacts.

M. Tully noted that he would not be able to make a decision either way, but felt the Department should bring this to the town officials for review. It was also noted that due to the Town match it could become a Warrant Article for Town Meeting.

Both Mr. Tully and Mr. Hubbard appeared to be in favor of Alternative B and there was some discussion as to whether the Town could build it cheaper. In their discussions, it was noted that the Department would still have to build the treatment areas and secure the wetland permitting.

Action Items

- Forward PDF of Presentation to M. Lampron for distribution to Town Designees
(completed 6/17/2020)
- M. Lampron to coordinate meeting with Town Officials to present alternatives

Submitted by:



Jonathan Hebert, PE
Senior Design Engineer

JAH

Noted by: D. Prehemo; M. Lampron